

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: March 14, 2025

To: Adriana Antelo  
ODOT Region 1 STIP Coordinator  
123 NW Flanders St  
Portland, OR 97201

From: Ken Lobeck, Funding Programs Lead, 971-985-6156 (cell)

Subject: FFY 2025 Administrative Modification  
– FFY 2025 March Admin Mod #2, AM25-13-MAR2

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Dear Adriana:

In accordance with 23 CFR 450.328, Metro is submitting the Metro approved FFY 2025 March #2 administrative modification for review and inclusion in the STIP. The March #2 Admin Mod is under amendment number AM25-13-MAR2 and contains one project.

Key	Lead Agency	Name	Change
23252	Beaverton	SW Allen Blvd: SW Murray Blvd to SW King Ave	<b><u>MINOR SCOPE CHANGE:</u></b> The admin mod decreases the local overmatch as a result of a planning scope revision.

I certify Metro has completed all required review and approval steps as the MPO and IAW with 23 CFR 450.328 for the 2024-27 MTIP for this admin mod. Please direct any comments or questions concerning this amendment to Ken Lobeck, at [ken.lobeck@oregonmetro.gov](mailto:ken.lobeck@oregonmetro.gov). Thank you for your time to review the March #2 Administrative Modification to the 2024-27 MTIP.

Kenneth F. Lobeck  
Funding Programs Lead  
Metro  
600 NE Grand Avenue  
Portland, OR 97230



**Metro**  
**2024-27 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Admin Modification  
**MINOR SCOPE CHANGE**  
 Reduce overmatch to reflect  
 revised scope of work

**Project #1**

**Project Name:**

**SW Allen Blvd: SW Murray Blvd to SW King Ave**

**Project Details Summary**

<b>ODOT Key #</b>	<b>23252</b>	RFFA ID:	50456	RTP ID:	11900	2023 RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>71283</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5307
MTIP Amendment ID:		<b>AM25-13-MAR2</b>		STIP Amendment ID:		24-27-2309	

**Summary of Amendment Changes Occurring:**

The admin mod decreases the local overmatch as a result of a planning scope revision. The core scope elements remain. However, some addition proposed activities such as portions of the community outreach are being removed due to budget limitations. Overall, the changes reflect minor scope adjustments and can proceed administratively.

**Why Changes May Proceed Administratively:**

Per the Metro approved amendment matrix, minor scope adjustments that do not significantly impact the project delivery or costs can occur administratively. The cost reduction that results is a 27.8% change which is below the 50% cost change threshold as well.

Lead Agency:	<b>Beaverton</b>	Applicant:	Beaverton	Administrator:	ODOT
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	<b>YES</b>	Direct Recipient Delivery:	<b>No</b>

**Short Description:**

The Allen Blvd Complete Street Plan project development study will identify, develop, and prioritize infrastructure investments to make walking, biking and taking transit safer and more comfortable, while maintaining vehicle mobility.

**MTIP Detailed Description (Internal Metro use only):**

Improve walking, biking, and transit along Allen Blvd. by beginning planning process to engage CBOs and marginalized communities. Planning will consider sidewalk width options, roadway reconfiguration, buffered or separated bike lanes, enhanced crossings near transit stops, transit stop amenities, improved roadway and pedestrian lighting, and planting street trees

**STIP Description:**

The Allen Blvd Complete Street Plan project development study will identify, develop, and prioritize infrastructure investments to make walking, biking and taking transit safer and more comfortable, while maintaining vehicle mobility.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Planning	Planning - Other		Planning
ODOT Work Type:	BIKPED		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
STBG-U	Y230	2025	\$ 500,000						\$ 500,000
									\$ -
<b>Federal Totals:</b>			<b>\$ 500,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 500,000</b>
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
<b>State Totals:</b>			<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local (Y230)	Match	2025	\$ 57,227						\$ 57,227
Other	OTH0	2025	<del>\$ 249,720</del>						\$ -
Other	OTH0	2025	\$ 25,603						\$ 25,603
<b>Local Totals:</b>			<b>\$ 82,830</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 82,830</b>
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			<del>\$ 806,947</del>	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>	<del>\$ 806,947</del>
Amended Programming Totals			\$ 582,830	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 582,830
Total Estimated Project Cost									\$ 582,830
Total Cost in Year of Expenditure:									\$ 582,830

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ (224,117)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (224,117)
Phase Change Percent:	-27.8%	0.0%	0.0%	0.0%	0.0%	0.0%	-27.8%
Amended Phase Matching Funds:	\$ 57,227	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 57,227
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 82,830	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 82,830
Total	\$ 582,830	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 582,830
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	85.8%	0.0%	0.0%	0.0%	0.0%	0.0%	85.79%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	14.2%	0.0%	0.0%	0.0%	0.0%	0.0%	14.21%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	85.8%	0.0%	0.0%	0.0%	0.0%	0.00%	85.79%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	14.2%	0.0%	0.0%	0.0%	0.0%	0.00%	14.2%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Fed ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS or TRAMS
				Estimated Project Completion Date:			12/31/2028
Completion Date Notes:	Planning phase obligation should occur by June 2025. The \$500k of STBG-U is in the FFY 2025 Targets.						
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	1	Project Status	A	In approved MTIP moving forward to obligate funds	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	Yes	Not Applicable	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	SW Allen Blvd		SW Murray Blvd		SW King Ave	

Are the project limits, general location, cross street locations. or site locations changing enough to require geospatial updates? No.

Performance Measurements Monitoring								
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	High Injury Corridor	Notes
		X			X	X	X	
	Notes:							

### Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	General local funds committed to the project above and beyond the required minimum match requirement in support of a project phase. Also referred to as "overmatch" to the project.
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

### MTIP Amendment Matrix

#### Administrative Modification Guidance and Thresholds for Change

Number	Change Area
General	<p>Any project changes that do not meet the MTIP amendment criteria in the Full Amendments section. To qualify as an administrative modification, the project change(s) must clearly fit into the below categories without exceeding the category threshold. Some exceptions may be possible. These will be treated on an individual case-by-case basis to determine and verify that:</p> <ul style="list-style-type: none"> <li>- Fiscal constraint is not impacted by the change</li> <li>- Air quality is not impacted as a result of the change</li> <li>- A capacity change is not occurring which would impact the Metro Motor Vehicle transportation modeling network.</li> <li>- The project change does not involve canceling the project or construction phase from the MTIP .</li> </ul>
Completing Project Cost Changes	<p>Project Cost changes may occur administratively as follows:</p> <ul style="list-style-type: none"> <li>- Cost decreases; Any amount as long as it does not include a major scope change, or location plus limits update.</li> <li>- <b>Cost increases for projects up to \$1 million dollars: The administrative threshold is 50% for these projects.</b></li> <li>- Cost increases for projects between \$1 million and \$5 million: The administrative threshold is 30% for these projects.</li> <li>- Cost increases for projects over \$5 million dollars: The administrative threshold is 20% for these projects.</li> </ul>

Completing Minor Scope Changes that do not Impact Scope, Limits, Location, or Costs

Completing Minor Scope Changes: Project adjustments that result from minor scope changes can occur as an administrative modification under the following conditions:

- The changes to the project costs remain under the formal amendment cost threshold.
- The changes to the project limits and location remain under the formal amendment threshold.
- The changes are non-capacity, air quality exempt changes which include examples listed in 40 CFR 93.126, Table 2 and 40 CFR 93.127, Table 3
- The changes result in the project still being consistent with the RTP through fiscal constraint, performance assessment, goals, and strategies verifications.
- For Metro RFFA funded projects, the project is still consistent with the original RFFA award in scope, location, and limits

## Fund Codes

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	OTH0	OTHER THAN STATE OR	4.39%	25,603.00	0.00%	0.00	0.00%	0.00	100.00%	25,603.00
	Y230	STBG Urban - populations greater than 200,000 IJA	95.61%	557,227.00	89.73%	499,999.79	0.00%	0.00	10.27%	57,227.21
	PL Totals		100.00%	582,830.00		499,999.79		0.00		82,830.21
Grand Totals				582,830.00		499,999.79		0.00		82,830.21



## 2023 Regional Transportation Plan ~ Adopted Investment Priorities for 2023-2045



**Allen Blvd Complete Street: Murray Blvd to OR 217 (Design)**

Zoom to

This project (RTP # 11900) is in the **Walking + Biking** investment group. It will start at **Murray Boulevard** and end at **OR Highway 217**. It is owned by **Beaverton** and is in **Washington County**.

**Description:** Design a Complete Street along Alan Boulevard, between SW Murray Boulevard and OR Highway 217. The project is anticipated to include investments in sidewalks, bike lanes, signals, and vehicle turn lanes where needed.

**Project Time Frame:** 2023-2030

**Project Time Frame:** 2023-2030

**Estimated Cost:** \$2,300,000

This project **is** located in an **equity focus area**.

This project **is** an **equity priority project**.

This project **will** **reduce greenhouse gas emissions**.

This project **does** have identified **safety benefits**.

This project **is** located in a **high injury corridor**.

This project **is not** located on the **regional emergency transportation/state seismic lifeline route**.

This project **is not** located in a **current job center**.

This project **is** located in a **planned job center**.

This project **does** include **multimodal (non-motor vehicle) design elements**.

This project **does** address a **multimodal gap** in the transportation system.



